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portance to maintain the acknowledged superiority of the article than to produce it at a lower cost. The greatest improvements in the manufacture have resulted from the introduction of the Jacquard loom, and from a machine of recent invention for introducing a variety of colours in fancy brocading by a more effective process than that which was anciently employed. In what are called French poplins, cotton is very freely introduced; and though they are thus rendered much cheaper than the Irish, they are obviously inferior in richness and beauty, and they have been found still more so in permanence of colour and durability of material. The Irish poplins are highly esteemed abroad, and they are occasionally ordered in limited quantities for the principal continental courts, the United States of America, and the East and West Indies. Silk has not been thrown in Dublin since the year 1837; it is chiefly imported from England, and the consumption of organzine is estimated at about 18,000 lb. annually. There are about 240 poplin looms in Dublin, 20 velvets, and a few furniture tabbareas; so that the poplin may be regarded as the only branch of the silk manufacture which has a healthy existence in Ireland. It has been already stated that the high price of the fabric must always restrict the manufacture of poplin within what large mill-owners would consider exceedingly narrow limits, particularly as it is believed impossible to apply power successfully to this species of weaving.

On Conveyance of Passengers in the South of Ireland. By Mr. BIANCONI.

[*Read before the Statistical Section of the British Association at Cork, 19th Aug., 1843.*]

UP to the year 1815 the public accommodation for the conveyance of passengers in Ireland was confined to a few mail and day coaches on the great lines of road. From my peculiar position in the country I had ample opportunities of reflecting on this, and nothing struck me more forcibly than the great vacuum that existed in travelling accommodation between the different orders of society. The inconvenience felt for the want of a more extended means of intercourse, particularly from the interior of the country to the different market towns, gave great advantage to a few at the expense of the many, and above all, occasioned a great loss of time; for instance, a farmer living twenty or thirty miles from his market town, spent the day in riding to it, a second day in doing his business, and a third day in returning. In July, 1815, I started a car for the conveyance of passengers from Clonmel to Cahir, which I subsequently extended to Tipperary and Limerick. At the end of the same year I started similar cars from Clonmel to Cashel and Thurles, and from Clonmel to Carrick and Waterford; and I have since extended this establishment so as to include the most isolated localities, namely, from Longford to Ballina and Bellmullet, which is 201 miles north-west of Dublin; from Athlone to Galway and Clifden, 183 miles due west of Dublin; from Limerick to Tralee and Cahirciveen, 233 miles south-west of Dublin. The total number is 110 vehicles, including mail coaches and different sized cars, capable of carrying from 4 to 20 passengers each, and travelling 8 to 9 miles per hour, at an average fare of one penny

farthing per mile for each passenger, and performing daily 3800 miles. They pass through more than 140 stations for the change of horses; consuming 3 to 4000 tons of hay, and from 30 to 40,000 barrels of oats annually; all of which are purchased in their respective localities. These vehicles do not travel on Sundays, unless such portions of them as are in connexion with the post office or canals, for the following reasons: first, the Irish, being a religious people, will not travel on business on Sundays; and secondly, experience teaches me that I can work a horse eight miles per day for six days in the week much better than I can six miles for seven days. The advantages derived by the country from this establishment are almost incalculable; for instance, the farmer who formerly rode and spent three days in making his market, can now do so in one, for a few shillings, thereby saving two clear days, and the expense and use of his horse. The example of this institution has been generally followed, and cars innumerable leave the interior for the principal towns in the south of Ireland, conveying parties to and from markets at an enormous saving of time, and in many instances cheaper than they could walk it. This establishment has now been in existence twenty-eight years, travelling with its mails at all hours of the day and night, and has never met with any interruption in the performance of its arduous duties. Much surprise has often been expressed at the high order of men connected with it, and at its popularity; but parties thus expressing themselves forget to look at Irish society with sufficient grasp. For my part I cannot better compare it than to a man emerging into convalescence from a serious attack of malignant fever, and requiring generous and nutritive diet in place of medical treatment. Thus I act with my drivers, who are taken from the lowest grade of the establishment, and who are progressively advanced according to their respective merits, as opportunity offers, and who know that nothing can deprive them of this reward, and a superannuated allowance of their full wages in old age and under accident, unless deprived of it by their own wilful and improper conduct; and as to its popularity, I never yet attempted to do an act of generosity or common justice, publicly or privately, that I was not repaid tenfold. In conclusion, Mr. Bianconi regretted that the shortness of the notice which he had received to meet the Association should have rendered it impossible for him to prepare a document more ample in details and more worthy of the Section.

Report on the Sanatory Condition of Certain Parts of the City of Cork.

By HENRY BIGGS, Esq.

[*Read before the Statistical Section of the British Association at Cork, 19th Aug. 1843.*]

MR. BIGGS laid before the Section tables in which he had registered the results of his investigations as to the sanatory condition of three selected streets in the city of Cork, as indicated by the illness to which their inhabitants stated themselves to have been subject during the past year; one being a good street, one of a medium character, and one among the most confined in the city; the first comprising some of the professional classes, the second only shop-keepers, and the latter labourers only. The accompanying table shows some of the results.